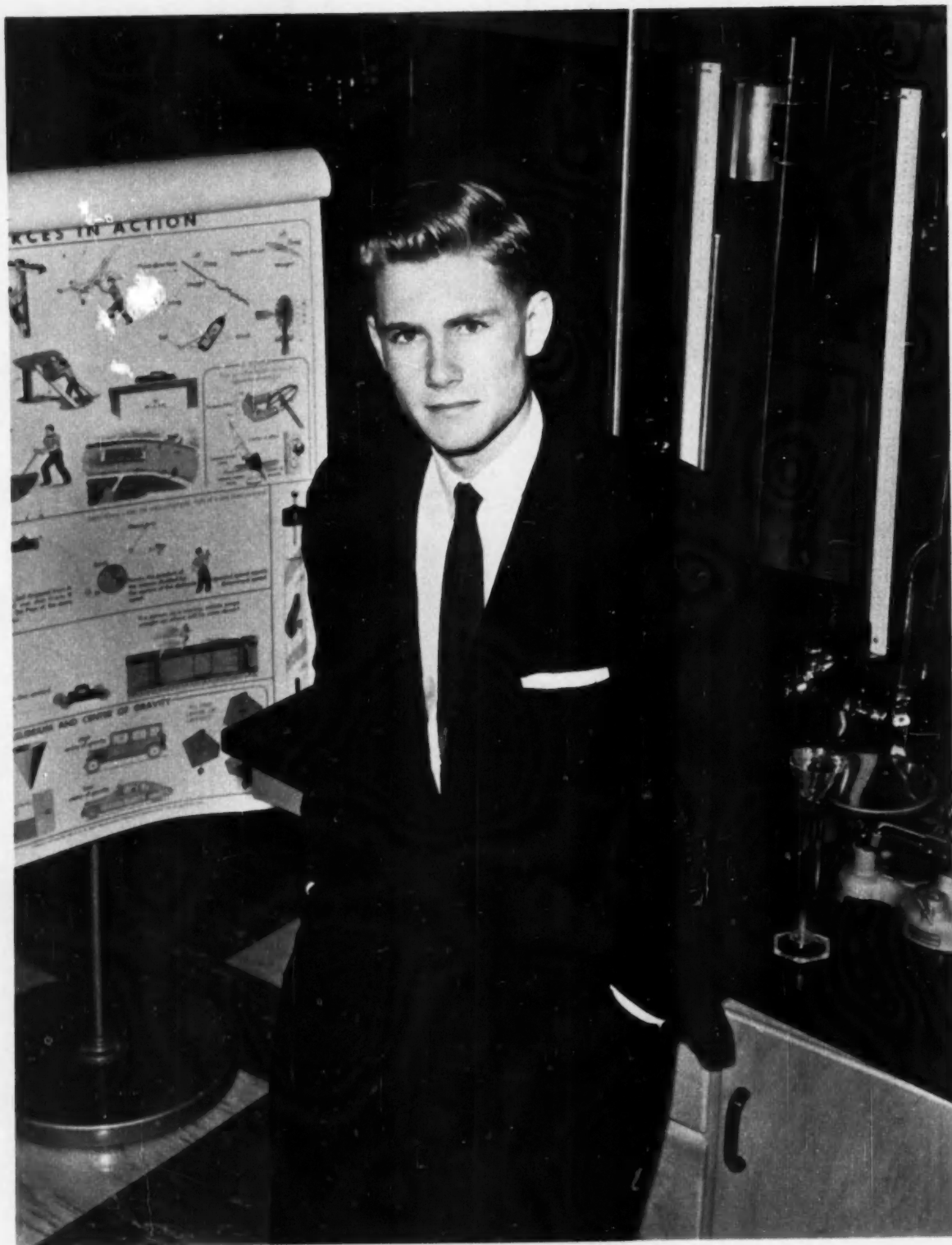


# American Youth

SEPTEMBER • OCTOBER 1960





# American Youth

VOL. 1, NO. 5

SEPTEMBER-OCTOBER 1960

## ← YOUNG AMERICAN OF THE MONTH

**H**ARD WORK and serious study during his high school years have earned Michael E. Ness, 17, of Des Lacs, North Dakota, a handsome reward. Michael is one of the 423 high school seniors who won college scholarships this year in the nationwide General Motors Scholarship Program. He is typical of the entire group of winners in that he earned the award by his outstanding performance in several fields—in his studies, in extracurricular work and in activities that demonstrated his leadership ability and good character.

The record of Michael's high school years includes some outstanding achievements. He spent his first two years in his home-town school, then transferred to the Bishop Ryan High School in nearby Minot, commuting daily from home. Since science is his favorite subject, he took every math, chemistry and physics course available and earned almost all A's. He was active in student affairs, serving as senior class president and on the student council. He belonged to the dramatics club, was president of the math club and won a letter in varsity basketball. In his busy schedule, Michael also found time for his hobbies of hunting and sketching and for sharing activities with his parents and six younger brothers and sisters. He spent the past two summers at work, last year for a building contractor and this year for the Great Northern Railroad, where his father works. As a climax to his high school career, he was graduated as valedictorian of his class of 61 students.

This month, with the scholarship insuring his opportunity for a college education, Michael is entering his freshman year at Dartmouth College in Hanover, New Hampshire. There he plans to study engineering and to specialize in electronics. Like many other college freshmen, he is away from home on his own for the first time.

Next year, more than 400 college scholarships will be awarded by General Motors to high school seniors like Michael. Students who are interested in competing for these scholarships should contact their school counselor or faculty adviser after October 1. If no information about this program is available at your school, write to General Motors National Scholarship Program, Educational Testing Service, P.O. Box 461, Princeton, New Jersey, or request the booklet about the program from General Motors Corporation, Detroit 2, Michigan.



**T**HE END OF SUMMER marks the beginning of another year of study for more than 9,240,000 young Americans who return to high school. It is also the beginning of an important new phase of life for nearly 1,000,000 others who are becoming college freshmen. To mark the occasion, photographer Philip Foksett pictured the students on our cover this month, relaxing on a campus lawn. For a description of the kind of life that one special class of college freshmen can look forward to, turn to the story on page nine.

### PHOTOGRAPHIC CREDITS

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**GENERAL MOTORS** sends **AMERICAN YOUTH** to newly licensed young drivers every other month

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# They Earn So Others



Sometimes seniors wind up in unlikely occupations on Work Day. Billie Sue Katsikas (at left) and Barbara Osborne pumped gas and cleaned windows all day long.



Senior Bill Florence (standing) spent Work Day in the police station—as clerk to officer Harry W. Fording at the radio desk. Bill learned police work the easy way.

Sandra Richards had a regular after-school job at a local veterinary clinic, and so on Work Day she contributed her day's pay to the seniors' scholarship fund.



*Every year, seniors at Fort Lauderdale High School build a scholarship fund in a single day. Since annual Work Day began, senior classes have sent 69 deserving members to college*

**B**UILD A SCHOLARSHIP FUND in one day? Seniors at Florida's Fort Lauderdale High School do just that. By working a single day and pooling their pay checks, they are able to raise a sizable scholarship fund in less than 24 hours.

The fund is distributed—usually in \$500 grants—to deserving class members selected by a committee of four seniors and three faculty members, who make their choices on the basis of service to the school, scholastic average, vocational choice and financial need. To date, the committees have awarded 69 grants totaling nearly \$30,000. This year alone, Work Day brought 10 seniors grants of \$400 each, all earned in one day.

Although Work Day originally was intended to assist a relatively small number of seniors, the whole group finds that it receives valuable experience from the work. Class members often get otherwise-impossible "sneak previews" of trades, businesses or professions in which they're interested. Because of the enthusiastic support of the community, seniors frequently obtain one-day jobs in positions normally closed to teen-agers.

The local newspaper, for instance, hires two seniors—and assigns them to do a story on Work Day. The city government of Fort Lauderdale hires a couple of dozen class members and puts them to work in every city function, from street cleaning to police duty. Almost every establishment in Fort Lauderdale participates—even the local office of the FBI has hired a senior!

The task of lining up these one-day jobs starts weeks before Work Day. Assistance is available through a placement bureau, but most of the seniors find their own jobs. They often appear on radio and television and before civic clubs, to make appeals for one-day teen-ager jobs.

In spite of the almost carnival atmosphere of Work Day, the seniors work hard for their money. Some of them discover muscles they didn't know they had before the aching started. Others learn that just standing on their feet all day can be mighty tiring.

Perhaps remembering their fellow students' efforts gives added incentive to the grant recipients. They're currently attending more than 20 colleges and universities—sent there by the hard work of their classmates.



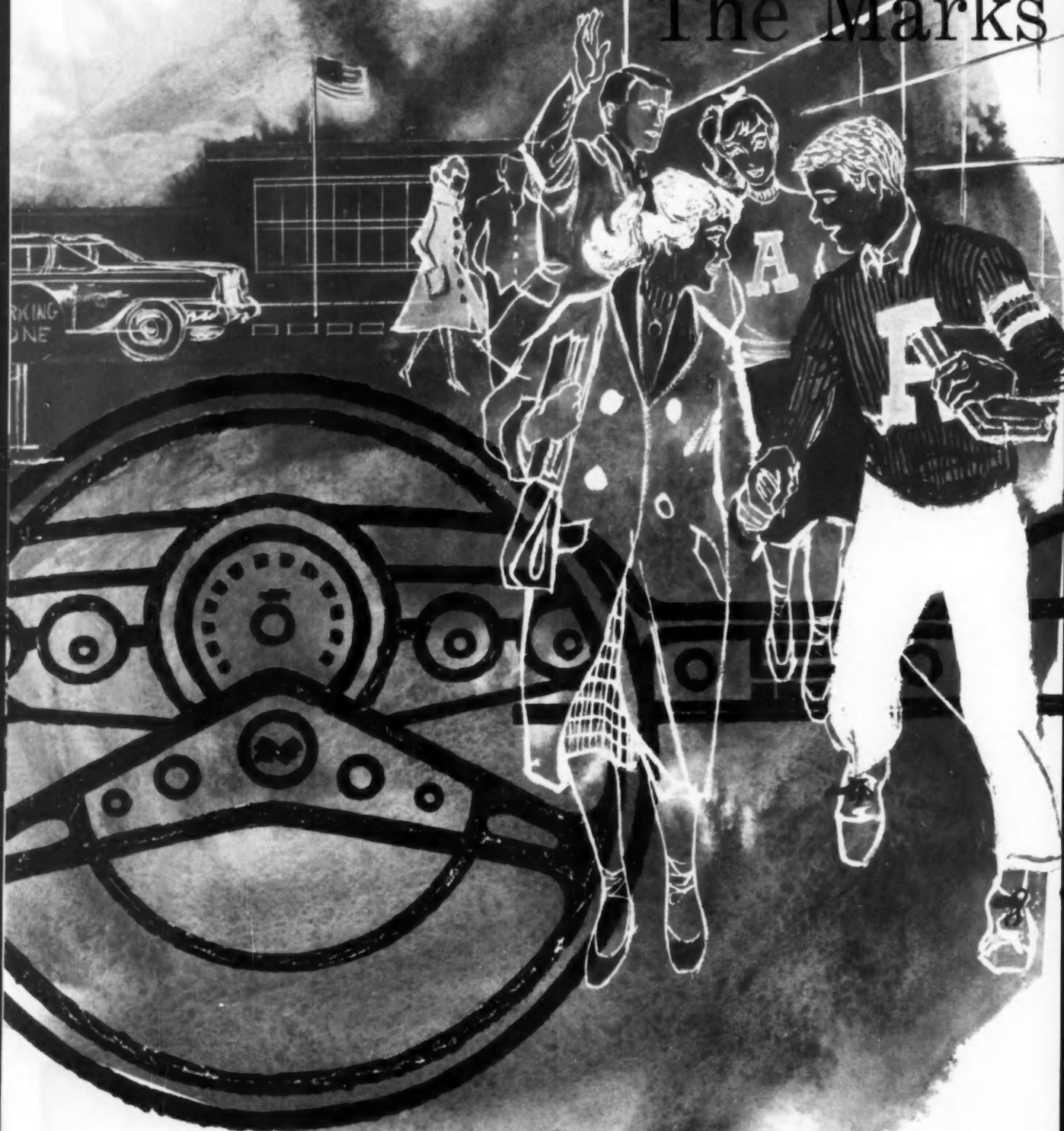
# Can Learn

*Properly attired in a safety "hard hat," Doug Cook—like many other seniors—put in a day's work as laborer on a construction project. The class works for almost 80 different employers, in nearly as many different occupations.*



*If you drive to school, you should have*

# The Marks



# of a Good Driver

by LOUIS C. LUNDSTROM  
Director  
General Motors Proving Ground

THE ATHLETIC FIELD used to be the biggest land user around a high school. Today, it's often rivaled by the school parking lot. Many of the millions of cars that emerge from garages every weekday morning to help get America on the job are headed for high school, with a student at the wheel.

If you are, or hope to be, a member of this growing group of drivers, be sure to protect the privilege by driving sensibly. Even if you escape more severe consequences, abusing this privilege may quickly reconvert you to a bus rider, bicyclist or pedestrian.

Basically, good driving on the way to school is the same as good driving at any other time or place. It means looking where you're going, obeying the rules of the road, showing courtesy, using "defensive driving" tactics and all the other skills at the wheel that are marks of maturity. However, as in other specific situations, from rush-hour congestion to mountain driving, commuting to school by car involves certain things that deserve special emphasis. Here are some suggestions to help you on your way.

## *Start on Time*

It's a sad but inescapable fact that the only way to avoid starting your day like a fighter pilot responding to an alert is to get up early enough for your schedule. If this is asking too much, then at least do your rushing at home—not on the road. Plan your departure so that you can get to school on time without needing a siren and red flasher light (and without meriting the attention of those who do have such equipment). Also, don't make your schedule so tight that you can't afford the unexpected delays in traffic that you are bound to encounter from time to time.

Incidentally, it's smart to make a habit of checking the weather forecast every evening during the bad-weather season, so that you won't wake up in the morning too late to make allowance for such unwelcome overnight developments as fog, freezing rain or heavy snow.

Smart commuter-drivers in large cities also know that timing their departure just right can help them avoid congestion or hazards. Peak-period traffic often tends to move in successive waves, with relatively light flow for several minutes between them, and some of these waves are much bigger than others. By experimenting a bit, you may find that starting a few minutes earlier—or perhaps later—will save a lot of time and trouble.

## *Pick a Good Route*

A straight line is the shortest distance between two points, but the most direct route is not always the safest,

quickest or easiest. Select a reasonably direct route that has the fewest characteristics of an obstacle course. Try to avoid railroad grade crossings, congested areas, unsignalized intersections with major highways, notorious high-accident locations, difficult left-turn situations and other potential trouble spots. It's not necessary to go so far out of your way to avoid traffic problems that your route resembles a maze. However, with slight deviations from a crow's-flight route, a driver can often keep from putting the law of averages to a test by avoiding repeated exposure to certain hazards.

## *Stow Passengers Properly*

If you pick up friends on the way to school, don't try to outdo a rush-hour subway train in crowding. Limit the load to your car's intended capacity—and try to have everyone assume the posture of a reasonably poised human being. There's no need to sit as erect and dignified as a dowager, but there is good reason to avoid having four or more in the front seat, heads, arms and legs sticking out of the windows, people piled three deep, someone sitting on top of the back seat of an open convertible like a hero in a parade, or other types of clowning or crowding. Such antics can interfere critically with the driver's vision and control, as well as seriously jeopardize passengers in the event of a sudden stop or even a minor collision.

Be careful, too, about where you place books and other articles in the car. Never stack heavy things on the rear window shelf. At a sudden stop they could hurtle forward and inflict painful injury. Also, do not reach for papers, books or purses that have fallen onto the floor, until you have stopped your car. Many drivers have foolishly gone off the road while reaching across the seat or to the floor to retrieve an article.

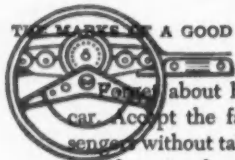
## *Resist Distractions*

The importance of keeping your eyes and your mind on where you're going has long been recognized. Street cars used to have signs reading, "Don't Talk to the Motorman." In the old days, coachmen were separated from their passengers.

The driver of a car needn't act isolated from humanity, as if he were alone in a space capsule, but he should remember that in today's traffic conditions even momentary inattention may cause trouble. So, although driving to school may sometimes seem like a simple chore that's hardly worth your major attention—especially when there are many intriguing diversions—discipline yourself to avoid distractions.

(Continued)





Forget about horseplay while you're at the wheel of a car. Accept the fact that a driver can talk with his passengers without taking his eyes off the road to look at them. Avoid gazing long and longingly at something (or somebody) passing by. Don't drive with your subconscious mind while you drift off into a pleasant daydream or a nightmare of worry. And never try to drive with one eye on the road and the other on some homework that you didn't quite finish the night before.

Another thing: Resist the tendency to be lulled into an unalert state of mind by the fact that the route you drive every day is such a familiar one. One of the weakest and most shopworn excuses for an accident is, "It was so unexpected . . ."

### *Avoid Dangerous Driving Games*

Just because you encounter friends along the way to school, don't yield to the impulse to start having a little fun—with automobiles as the game's equipment. Those who treat a car as a toy haven't outgrown playing with toys. Save your exuberance for occasions when "innocent fun" can really be innocent. Keep your competitive spirit for athletics and other school activities where you can gain the limelight for real ability instead of reckless clowning.

### *Watch for Special Hazards*

Statistically speaking, a weekday morning is a relatively safe time for driving—but this doesn't mean that you can let your guard down. Careless drivers do have accidents during this period, and your morning route to school has special hazards of its own. The streets are swarming with children. School buses are busy on their stop-and-go rounds. Sleepy, hurried commuters are converging on main roads and on bus and train stops. And during some months of the year you may be starting out in darkness or half-light or on a slick pavement. Tire chains are a good safeguard if you must drive on ice- or snow-covered roads. Learn how to install them before the weather turns cold; it isn't as difficult as you may think.

### *Park with Care*

Assuming that your good driving has taken you safely to school, there is still one final hurdle if your school has a

large, off-street parking area. This is the problem of driving hazards within this area. Don't think that you can forget traffic laws and common sense the moment you swing off the street. Your legal obligation and moral responsibility to drive carefully are still riding with you.

Large parking areas can present special hazards at peak traffic periods—mixed car and pedestrian traffic, narrow

### **WASHING WINDSHIELDS FOR SAFETY**

Here's an idea from the National Commission on Safety Education—one you might try in your own high school. An all-school assembly is arranged and the entire student body is asked to cooperate in washing as many car windshields as possible on a particular day or weekend. Each student volunteer is asked to provide his own cleaner and cloth. Each is provided with cards saying: "We took time to wash your windshield . . . to help you drive safely. \_\_\_\_\_ High School."

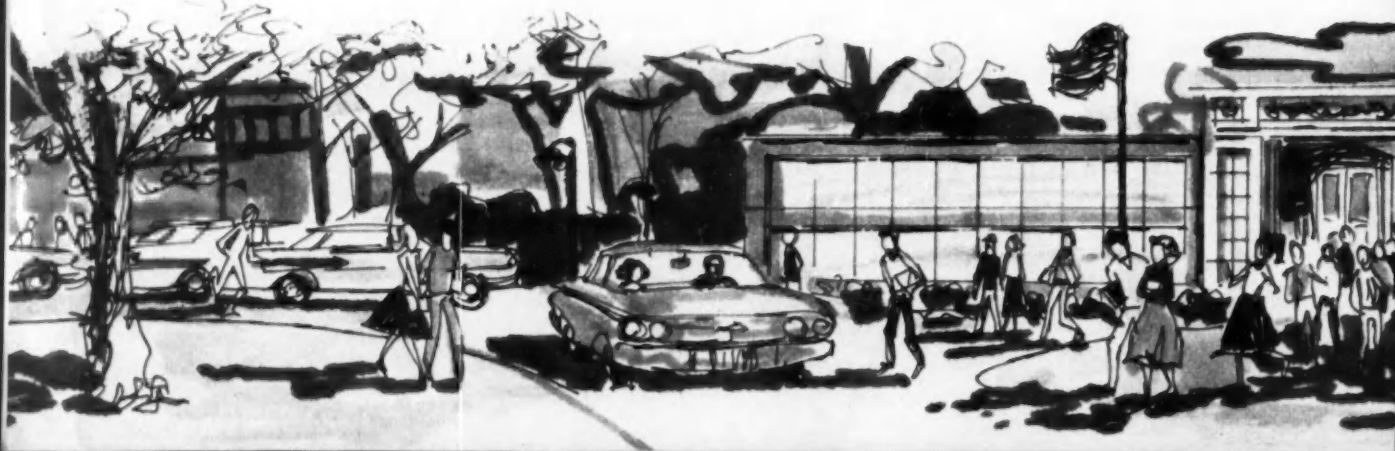
lanes, view obstructions at lane intersections, frequent backing, sudden stops and car door openings, inattentive drivers and pedestrians, cars moving in the wrong direction and other confusing situations. These call for very low speed, extra alertness and compliance with the traffic-flow pattern. And don't forget to keep your wits about you after you get your car tucked in and become one of the pedestrian set.

Remember, finally, that most of these driving-to-school suggestions also apply when you leave in the afternoon—except that you probably don't have to be admonished to start on time!

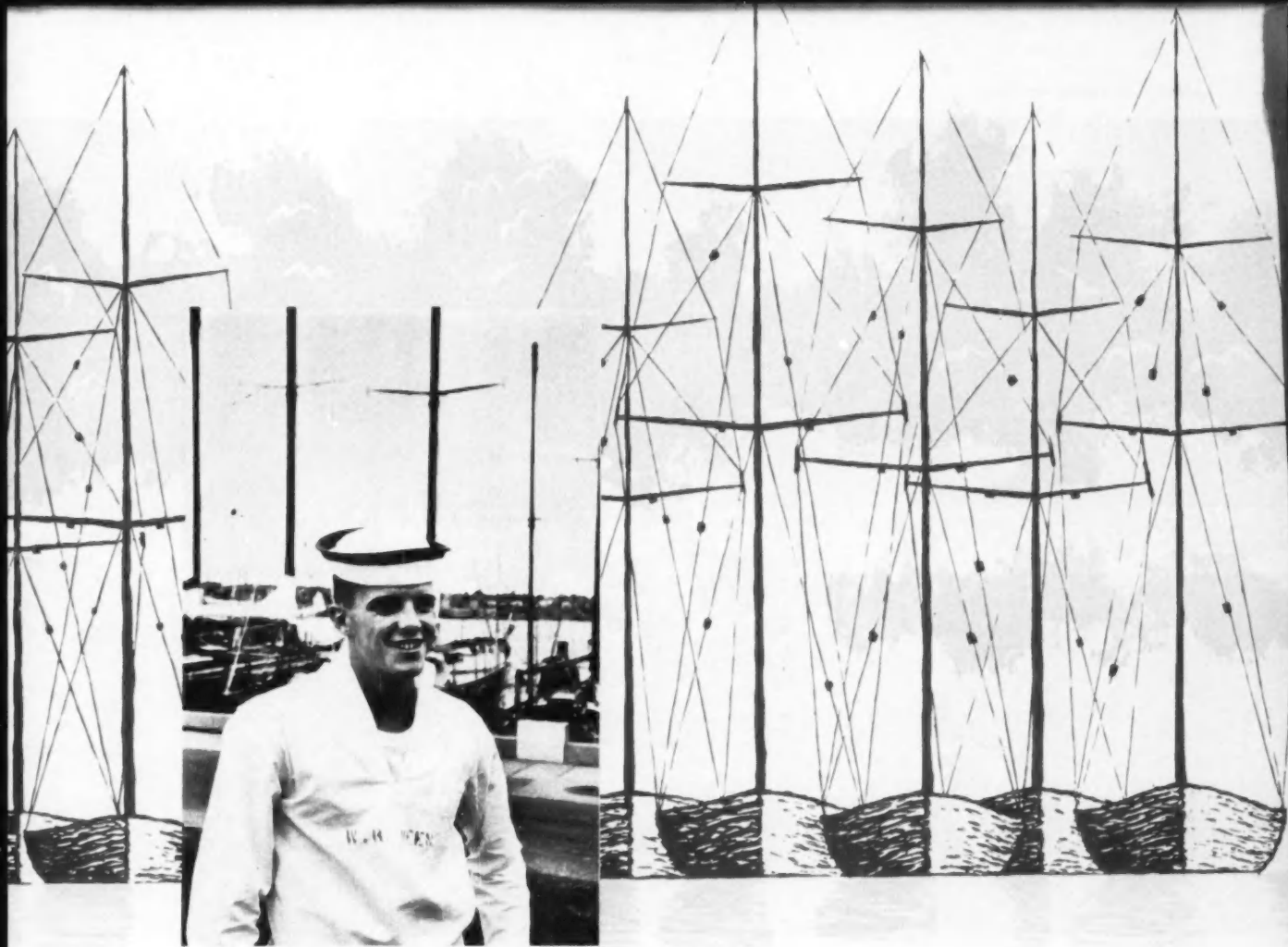
The end of the school day, especially when the weather couldn't be better, brings a wonderful, natural feeling of release and exhilaration. And getting behind the wheel of your car with your favorite person or best friends aboard adds to the feeling. This is certainly no moment for somber thoughts, but it is a time to demonstrate that the confidence of those who issued you a license to drive and gave you the keys to a car was justified.

You can do this and still enjoy a full measure of the fun of driving.

■ END







## Walter Keen, Annapolis Plebe

ONE OF THE MOST VALUABLE RESOURCES of any country is its young men. To help develop this resource, the governments of most nations encourage their young men to enter naval or military officer's training, and provide excellent service academies for the specialized education of these future leaders.

The United States Naval Academy at Annapolis, Maryland, is known to almost everyone in this country. Some people refer to the school as "Navy," others call it "Annapolis." Regardless of what it's called, the academy is rich in naval history and tradition, and it is considered an honor for a young man to receive an appointment to it.

Midshipman Walter R. Keen, 18-year-old son of a Navy career officer, won his coveted appointment to Annapolis last year and recently completed his first year there.

Perhaps because his father, Captain Walter H. Keen, is himself a graduate of the Naval Academy and was stationed

there for a time, Midshipman Keen was fairly well acquainted with academy life, and he found the transition to its ways less difficult than it was for many of his fellow plebes. ("Plebe," from the Latin word for common people or mob, is the academy's term for a first-year man.)

Walter remembers seeing academy parades and other ceremonies as a boy, but he didn't think about applying for an appointment until he reached high school age.

There are several ways in which a high school graduate can receive an appointment. He may be appointed by the President, Congress, Regular Army or Navy, Naval or Marine Corps Reserve. Appointments are also made through military and naval schools and the Naval ROTC.

First-year men at the academy traditionally undergo a year of strenuous and severe, but harmless, hazing by upperclassmen. As a plebe, Walter performed an extensive ritual of unusual table etiquette, was required to keep his

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*Midshipman Keen stays in shape by participating in the battalion football program. Athletics are an important part of the academy's sound training program.*

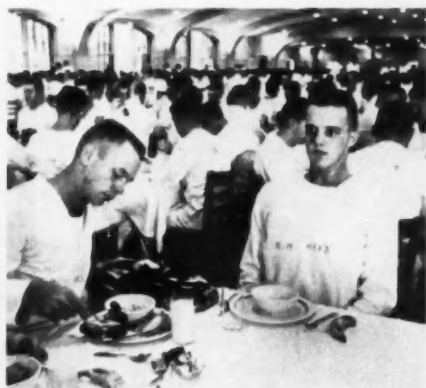
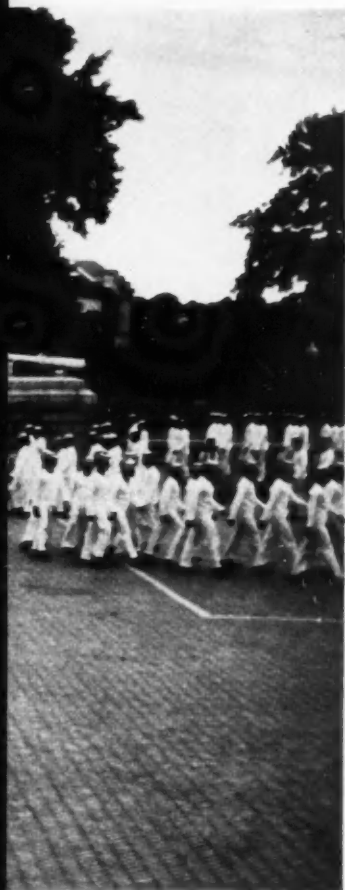


quarters and personal effects in spotless order and to obey the commands of his officers and upperclassmen strictly in accordance with approved form.

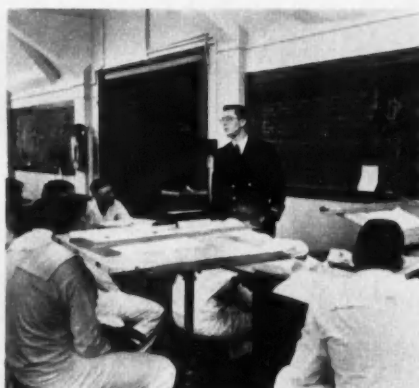
For example, when asked the time, Keen was expected to give this answer (called an Irish pennant): "Sir, I am greatly embarrassed and deeply humiliated that, due to unforeseen circumstances beyond my control, the inner workings and hidden mechanisms of my chronometer are hidden in such inaccord with the great sidereal movement with which time is generally reckoned that I cannot with any degree of accuracy state the correct time, Sir. But without fear of being too greatly in error, I will state that it is about \_\_\_ minutes, \_\_\_ seconds and \_\_\_ ticks past \_\_\_ bells."

Another typical answer, given when plebe Keen was asked, "How's the cow?" (a request for milk), was: "Sir, she walks, she talks, she's full of chalk. The lacteal fluid extracted from the female of the bovine species is highly prolific to the (approximate number of glasses of milk remaining in the pitcher)-nth degree."

Academy students are considered junior officers of the U.S. Navy, and Keen will receive an ensign's commission upon graduation. He will also have earned a B.S. degree



Walter "takes a brace" during breakfast in the mess hall. He says that at times like this he looked more frightened than he really was.



Academy instructor discusses a problem in engineering drawing. The academy's small classes permit individual student attention.

With the academy drum and bugle corps standing at attention, the brigade of midshipmen marches from the mess hall before starting afternoon activities.

At the call "Plebe hol" all plebes assemble in the halls to sing, cheer or yell. Midshipman Keen is shown singing at the far right.



in his elected field of engineering, since Annapolis holds full university accreditation of its academic program.

It is not all work and no play at the Naval Academy. There are many outside activities for the brigade of midshipmen. Walter Keen's plebe-year program is typical of most students'. He was a member of the German club, the plebe basketball team, the battalion football team and photographic club and was on the crew of the ocean-sailing team.

Walter is a top student and has consistently flirted with the Superintendent's List, which is comparable to the Dean's List for superior grades at most colleges. During his first year at the academy, engineering drawing gave him the most trouble, but he still managed to stay in the upper third of his class in that subject. His other studies included German, mathematics, composition and literature, chemistry, marine engineering and seamanship and navigation.

Midshipman Keen says that when he first went to the Naval Academy he had difficulty in adjusting to the rigid routine, but now he likes it because he has found that the disciplined system results in a minimum of wasted time and he can get more things accomplished than he would if left to his own devices.

In addition, says Keen, "There is always something to do. Everybody can get into the sports program." The Naval Academy competes in 21 intercollegiate sports and has intramural competition in 24 sports.

Walter became very active in the academy's sailing program and qualified as a skipper of knockabouts, which are 26-foot sloops. He also became a qualified yawl handler, which means that he can crew in one of the academy's 17 ocean-sailing cruiser-racers.

When midshipmen are not busy with academy activities, dating becomes an important pastime. By regulation, a midshipman cannot marry while at the academy. Some of the midshipmen have "steady drags" (academy slang for steady girl-friends), but Walter believes in "playing the field." The academy sponsors a number of dances and other social events, to which the entire enrollment of various girls' schools is often invited.

At the close of his first year, Keen got his first look at Navy life aboard ship during his summer cruise. Another summer cruise awaits him in his senior year.

Midshipman Keen wants to become a naval aviator and hopes to take flight training upon graduation. ■ END



*Wheeling chair-bound patients is one of the jobs assigned to the junior nurses' aides. By devoting their spare time to hospital work, the girls relieve busy nurses of many chores and bring happiness to lonely patients.*

*Youngsters aren't used to hospital confinement and inactivity; amusing them takes time and effort that hard-pressed nurses can't spare, but aides can.*





# First Aides for Nurses

HIGH SCHOOL GIRLS are dispensing potent "medicine"—without benefit of R.N. or M.D. degrees—in hospitals all over the nation. And they're doing it with the enthusiastic cooperation of hospital administrators and physicians.

The only drug they're allowed to prescribe, however, is their own wonder-working medicine, T.L.C. The letters T.L.C. form an expression used by medical people; it stands for "Tender, Loving Care." When compounded with proper amounts of pretty teen-age exuberance and cheer, the drug works miracles—and teen-age volunteers are experts with T.L.C. The nurses' aides shown here dispense it at St. Luke's Hospital in San Francisco; a growing number of auxiliaries are being organized at hospitals throughout the country.

These junior women's hospital auxiliaries are doing more than just cheering hospital patients. By taking on such jobs as filling out forms, working at the information desk, pushing wheel chairs, loading diet trays, changing baby diapers, or washing laboratory equipment, they relieve doctors and nurses for purely professional tasks.

While helping the patients and members of the hospital staff, the junior nurses' aides are helping themselves, too. Their experience gives them an appraisal of the world of medicine as a career—and they discover the wide variety of professions that a hospital demands. The girls also get valuable lessons in caring for the sick—invaluable knowledge for future wives and mothers.

*Loading diet trays gives the girls an insight into the work of a dietitian—and frees dietitians for other duties. In such jobs, the girls gain knowledge that will be helpful to them in the future.*

*The girls work in every section of the hospital. This teen-ager is filling test tubes. Later, she'll watch laboratory technicians use the same test tubes in preparing hemoglobin estimates.*



# Look Sharp

For girls, taking care of a wardrobe is usually a simple, day-to-day routine. It's a different story for most boys, however. The truth of the matter is that a boy too often depends on his mother to keep his clothes in order. But let's face it. Mother won't be accompanying her son to college, and she won't be with him when he reports to his first job away from home. The following tips on the care of clothing are suggested, then, to help a young man keep his wardrobe looking sharp: Hang your suit or sports jacket on a wooden hanger, and use special trouser hangers that permit pants and slacks to be suspended by the cuffs. Incidentally, if you remember to brush your suit occasionally, you'll cut down on cleaning costs. If the suit is soiled with a stain that won't come out when lightly rubbed with warm water, have the garment cleaned immediately—and remember to tell the cleaner what caused the stain. When drying wash-and-wear shirts, underwear or socks, hang them on wooden or plastic hangers without metal parts, to avoid the danger of rust. Keep your shoes polished (a wax polish preserves the leather and prevents cracking) and put them on boot trees when they're not in use. Untie your necktie before you take it off—don't slip the loosened knot over your head—and hang it up, so that the wrinkles will work out.



# Their Plans Are for the Future

*Visionary automobile designs pay off for would-be stylists in the Fisher Body Craftsman's Guild. But selecting scholarship winners is tough work for judges caught in a traffic jam of miniature dream cars*



INGENUITY HAS AGAIN PAID OFF — handsomely — for more than a thousand young men, winners in the 1959-60 Fisher Body Craftsman's Guild competition. Collectively, these young men have split some \$117,000 in cash and scholarships. Individually, they have won awards ranging from \$25 cash to a \$5,000 university scholarship.

The Guild is sponsored by the Fisher Body Division of General Motors. It was established in 1930 with the sole objective of developing craftsmanship and creative ability among boys. Annually, the Guild enrolls half a million young men interested in designing and building scale-model "dream" cars. Those that capture the judges' fancy earn big rewards.

Impressing the judges, who are professional automobile stylists, engineers and educators, takes more than casual whittling. Each car requires months of planning and sketching, and more months for actual construction. Some models get as many as 50 coats of glass-smooth paint. Frequently the winning designers have built several model

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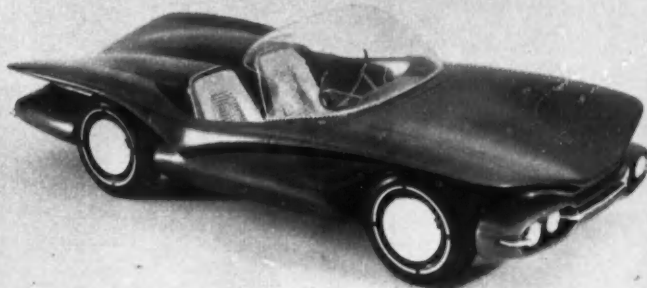
*"Now, here's what an automobile ought to look like." It's a piece of rough pine now, but when he's finished with sandpaper and paint, it will be a futuristic dream car—and a possible scholarship winner.*

*Miniature car building takes skill in improvising as well as designing. There are no such things as stock parts; each piece must be tailor-made or adapted from available materials. Typical adaptations are included in these cars. The one at the right has an intricate radiator grille—which was originally a tin-plate piece of window screen. The car in the center has headlights made from toothpaste tubes. The exhaust pipe along the side of this car is what's left of a lawnmower. For the car at the far right, the designer sought smooth, gently curved hub caps—and found them in kitchen cabinet drawer knobs.*



*Selecting the winners takes method. Judges use a point system and appraise each car separately. So far, no car has received a perfect score. During judging, the cars are identified only by a number assigned when they arrive. Only after the judging is over are the builders' names restored to the contest entries.*





cars, improving their product with each year's experience.

The model cars also utilize a surprising variety of materials. If a young designer decides that his scale model should have wire wheels, he must make them, and so he uses common pins as spokes in building the car wheels. He may also find just the right hub caps in his mother's button box, he may fashion a radiator grille from shiny fork tines, or saw apart a red toothbrush handle for tail lights. He may cut up kitchen cabinet drawer handles to make bumpers, slice the rims from thimbles to make headlight rims, or salvage a pair of kid gloves to make genuine leather upholstery for a model convertible. Whatever he designs he must build — and so he must be clever at adapting his available materials.

This skill, along with the meticulous workmanship that model building demands, has convinced the judges that true craftsmanship flourishes in today's mechanized world. But craftsmanship alone doesn't win awards. In at least 10 cases (there are that many \$1,000 scholarships given for outstanding styling ability) craftsmanship isn't the only criterion.

The major award winners are those whose cars combine good design with good workmanship. To give all Guild competitors an equal chance, there are two award divisions — one for boys 11 through 15 years old, another for those aged 16 through 20. In each division there are four major awards — scholarships worth \$5,000, \$4,000, \$3,000 and \$2,000. In addition, in each division there are eight awards to winners from each state. Top award is \$150 cash, second is \$100, and third is \$50, plus five honorable-mention awards of \$25 each. For judging purposes, the 50 states are grouped into 20 regions, each of which sends regional winners in both divisions to a four-day, all-expenses-paid trip to the National Guild Convention. This convention is held each July in Detroit.

The highlight of the convention is the awards banquet, where non-winners as well as winners and the Guild itself receive high praise from national figures. The Guild's advisory board and honorary judges are selected from the

ranks of leading educators, engineers and scientists — and they are unanimous in their commendation of the Guild's influence in stimulating creative ability and craftsmanship.

One of the principal sponsors of the Guild was the late C. F. Kettering, a General Motors vice-president who for more than 25 years directed the activities of the Research Laboratories. At one Guild banquet, "Boss Ket" said, "It doesn't make any difference whether a boy wins one of the top awards or not. All of them—winners and those who didn't win—receive an award that goes with them through life. They have learned to do a job well. That simple technique of excellence of accomplishment and exactness to detail will be useful always. There is so much to do in the world. The world needs men such as these boys will turn out to be."

The truth of this statement has been confirmed by surveys made by the Fisher Body Craftsman's Guild. These studies (the latest was completed last spring) indicate that both winners and non-winners feel that they have gained immeasurably from the experience of designing, building and entering a model car.

Guild members have done well vocationally, too. Among those now out of school and working, 40 per cent are draftsmen, technicians, engineers, mechanics or industrial designers. Of the others, 10 per cent are running their own business, and four per cent are doctors. Of those still in high school, 70 per cent report that their grades are better than average, and 85 per cent plan to go to college.

The 1960-61 competition starts this month. Between now and June 9, 1961, thousands of young men will join the Guild and start working on model cars. (You may obtain membership by writing to the Fisher Body Craftsman's Guild, Warren, Michigan.) Guildsmen receive a lesson in perseverance, and perhaps learn a little more about their own abilities and the field of endeavor they'd like to follow in the future. And some of them will find, a year from now, that their model has assured them a college education.

■ END

# She Knows a Double's Troubles

*The hero rides out of a burning barn, guiding his faithful steed to safety. But that's Stephe Epper on the horse, doubling for the juvenile star of the Fury television series. Stephe's size makes her a natural to replace children and leading ladies in risky spots.*



*Trick riding, including bareback acrobatics, is one of Stephe's skills. She practices with her own jumping mare, Ginger. Here, she tries a leap into her dad's arms. Made it, too.*



*Stephe is learning movie-style swordplay—spectacular, but seldom dangerous—from fellow stunt man Saul Gorss. Perfecting such additional skills will bring Stephe more jobs as a double.*



*The craze for television westerns has brought boom times to Stephanie Epper, for she's a stunt girl for the stars*

STEPHANIE EPPER is a healthy, active, 16-year-old girl—normal in every respect but one. She is unnaturally, and intentionally, prone to accidents. In the last few years she has been thrown from a collapsing roof, tossed from a saddle, dragged behind a galloping horse, even toasted in a barn fire. Yet she has emerged uninjured every time—and she's \$9,000 richer each year. She is a movie stunt girl.

As such, Stephanie takes the place of a star when a movie or television script runs to rough action or accident. She doubles for actresses and juvenile actors—roles in which a brawny stunt man just wouldn't fit.

Stephie, who most frequently works as a double in western films, is an expert on a horse. She often uses horses from the family ranch—either her own well-trained and patient mare, Ginger, or another horse trained by her parents to fall down when given the right cue.

Movie work and expert riding come naturally in the Epper family. Stephanie's mother was an actress, her father a riding club manager and trainer. He became a stunt man in 1929, which makes him a senior member of the business. In addition, Stephanie's two sisters, three brothers and one brother-in-law double and perform stunts for the camera.

Stephie, now in the 11th grade, is at the awkward age for stunt girls. She is outgrowing her ability to double for juveniles, but finds it difficult to compete with older stunt girls who don't have to go to school. (Actors under 18 years old must have a teacher on the set.) As a consequence, Stephanie doesn't get many jobs doubling in adult roles. However, she did double for Doris Day in *Midnight Lace*.

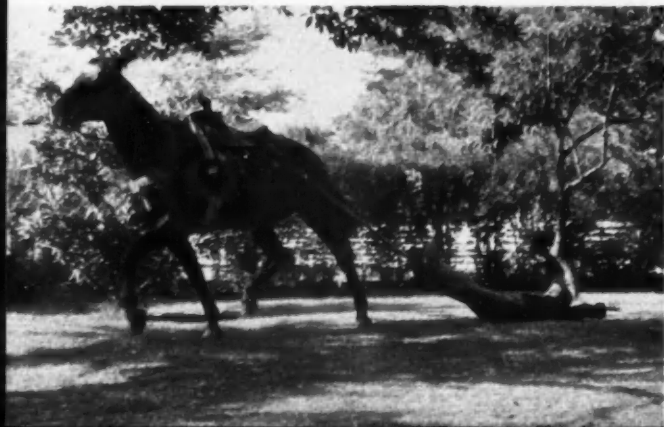
Although she has had several straight roles in recent movies, Stephanie prefers stunting. She's currently preparing for the day when she'll be 18 and can expect more frequent jobs doubling for adults. To that end, she's studying acting and dancing—and more riding, of course.

*Ginger, the mare, can act too—she will rear and buck convincingly under Stephanie's coaxing. Stephanie learned most of her horsemanship from her father, a longtime stunt man in Hollywood horse operas.*

*Stephie, one foot "caught" in the stirrup, is dragged by Ginger. In spite of specially reinforced and padded clothes ("draggin' duds"), it's still an uncomfortable ride—for which Stephanie earns \$350.*



*Portrait of a professional tomboy:  
Stephie Epper, 16, is a skilled stunt girl.*



*You can help "get out the vote"—  
tell the people in your town  
how important every ballot can be*

# One Vote

**I**N A NATION of more than 170 million people, it's easy to get the idea that one person's vote matters very little. Not so—there have been numerous occasions in our history when a single vote decided an issue. Some of them are described here.

Election day is coming up November 8, and this elec-

tion is a mighty big one, too. Besides the presidential race, it includes contests for all the seats in the House of Representatives, one-third of the Senate, and governorships in nearly half the states, in addition to hundreds of local offices. It's in these local elections that every ballot is especially important. (In the 1951 mayoral election in New



When the vote on the annexation of Texas as a state was taken in the Senate in 1845, the result was a tie. It fell to the president pro tem of the Senate, Edward A. Hannegan of Indiana, to cast the decisive ballot. He voted to make Texas a state. This event shows the importance of every vote in another way: Hannegan had been elected to the Senate by a one-vote margin of the Indiana state legislature—and one of the members of that legislature had been elected by a single vote!

Senatorial elections in recent years indicate the significance of every vote: In 1944, Senator Robert Taft carried Ohio by less than one vote per precinct. In 1954, Senator Richard Neuberger of Oregon was sent to Washington by the same margin. In 1948, Senator Lyndon Johnson won by a majority of only 87 votes in the huge state of Texas. (In 1948, President Truman carried California and Ohio by less than one vote per precinct, to win re-election to the highest office in the land.)



In early July 1776, when the Continental Congress assembled in Philadelphia to vote on the Declaration of Independence, delegate Caesar Rodney was still at his home near Dover, Delaware. When he received word that his vote was needed to break a tie between the "for" and "opposed" members, Rodney rode horseback on a rainy night for 80 miles, without a stop except to change horses, and dashed into the meeting just in time to cast his all-important vote for the resolution for independence.



# Decided These Issues

Haven, Connecticut—in which nearly 70,000 votes were cast—the winning candidate was elected by only *two* votes!)

You may not be old enough to vote, but everybody, of every age, has a stake in good government. You can serve your community and your country by reminding all those who are able to participate in the election that if they

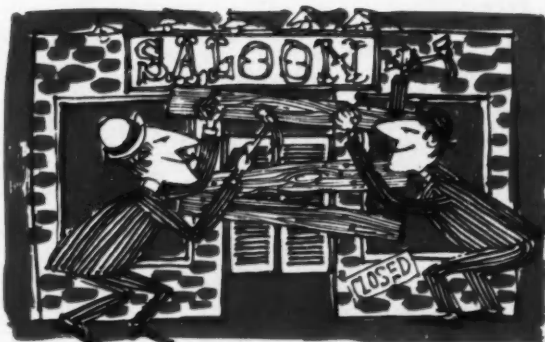
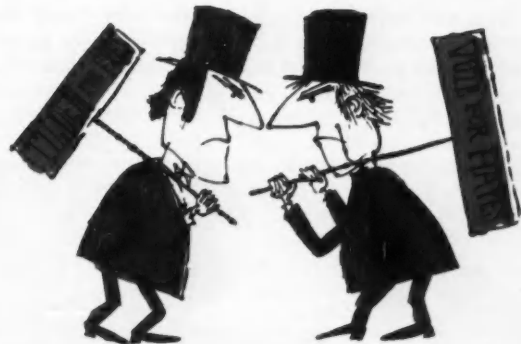
fail to go to the polls, they're missing an opportunity—for their vote is their voice in democracy.

We all like to express our opinions about matters that concern us. In the United States—unlike a number of other countries—citizens have the right to speak their minds. Election day is the time to do it.



The presidential contest of 1876 was as bitter as any election ever held. The total popular vote was for the Democratic candidate, Samuel J. Tilden, over his Republican rival, Rutherford B. Hayes. Tilden's electoral vote totaled one short of the necessary majority. However, a dispute over the legality of returns from four states led to the appointment of a Congressional commission to settle the matter. By one vote, the commission named Hayes to the office.

In 1868, Andrew Johnson, who had succeeded to the presidency when Lincoln was assassinated, faced a trial for impeachment in the Senate. His political ineptitude and his defiance of public opinion in the North after the Civil War had brought about charges of "high crimes and misdemeanors in office" (since dismissed by historians as flimsy and false). Senator Grimes of Iowa came to the Senate from a sickbed to cast his vote for acquittal. His vote saved Johnson from conviction.



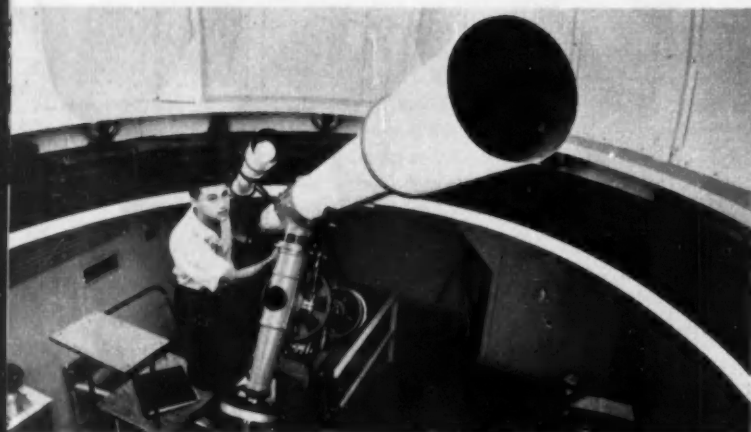
In 1919 the 18th Amendment to the Constitution (which prohibited intoxicating liquor) was submitted to the states for ratification. It is reported that the Louisiana legislature was deadlocked over the issue, but that the great orator and prohibitionist, William Jennings Bryan, persuaded one of the legislators to change his mind. It was the vote of this one man that brought about ratification. (The Amendment, which went into effect in 1920, was repealed by the 21st Amendment 13 years later.)

# There's a Heavenly View from Joe Choate's Roof

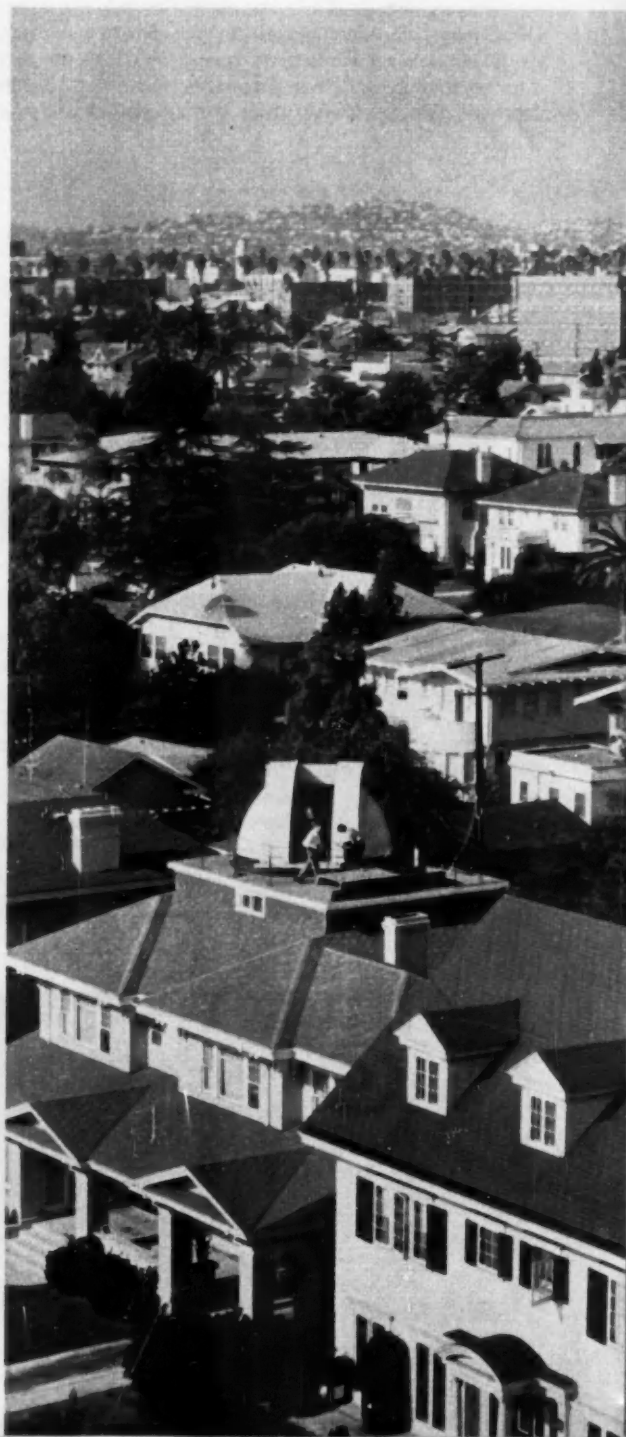
WHEN JOE CHOATE gazes at a star, he isn't satisfied with a casual glance from ground level. He climbs to the roof of his home in Los Angeles and studies the sky with a six-inch telescope. Astronomy has been the hobby of this 18-year-old high school junior for 10 years. Joe started with a library book and with binoculars mounted on a tripod; now he has a fully equipped laboratory.

In 1956 Joe's father took him to Japan, where they had the telescope custom-made to specifications. While waiting for the instrument to arrive at their home, Joe and his father built a small observatory on the roof. After considerable searching, a housing for the telescope was purchased in Ohio and shipped to California. Dr. Donald Pheley, professor of physics and elementary astronomy at Los Angeles City College, who had helped to install equipment at the Griffith Observatory in the city, heard of the boy's efforts and offered his help. Joe accepted the offer. "While we were at it, we did it right," Joe says. "We installed a mechanism that revolves the dome electrically, and even added a clock drive by which the telescope can be set to track a given object automatically."

Joe estimates that he spends about two hours in the morning and three at night in his laboratory during the summer months. He plans to be a lawyer when he graduates from college, but will continue astronomy as a hobby.



*Rooftop workshop, which Joe Choate (above) has named the "Titan Observatory," is pictured at the right. Part of the roof was removed for the astro-dome mounting. A 60-foot crane was needed to lift the preassembled astro-dome and six-inch reflector telescope into place.*



# YOUNG AMERICA HAS ITS SAY



## QUESTION FOR SEPTEMBER:

*What is your honest opinion of rock 'n' roll music?*

Sirs:

I think that most teen-agers like rock 'n' roll because it is expected of them. Most rock 'n' roll music has a catchy beat and themes that reflect the teen-ager's moods and thoughts. Rock 'n' roll is fine to listen to occasionally, but I prefer jazz and classical music. I think that as teen-agers reach the later years of their teens, they leave the rock 'n' roll stage and prefer more grown-up music.

JANET GAROFALL, 18  
Rancocas Valley High School  
Mount Holly, New Jersey

Sirs:

In my opinion, rock 'n' roll is a harmless form of entertainment, with one exception: Rock 'n' roll very often possesses the teen-ager to the point where he will not listen to any other kind of music. Musically, there is very little to rock 'n' roll. Its only attracting feature is its ultra-obvious beat. I am happy to see that rock 'n' roll is slowly dying out, for, although it is fine for car radio listening and may be good enough for dancing, compared with modern jazz or serious music it can hardly be called music at all.

BENNETT FRIEDMAN, 16  
Berkeley High School  
Berkeley, California

Sirs:

Teen-agers are an in-between group faced with many unusual problems. Rock 'n' roll is a means of expression and is a harmless outlet for pent-up emotions. I feel that the older generation condemns this type of music too freely. They compare it with their "old favorites" and the classics. There are good and bad examples of rock 'n' roll, as with almost everything.

VICKI PALASKE, 17  
Hillsboro High School  
Hillsboro, Oregon

Sirs:

I honestly like rock 'n' roll music. The most important reason is its beat.

For me, dancing to rock 'n' roll is easier than dancing to some other types of music. Also, rock 'n' roll is our music — it is something we teen-agers have known from its start. For several years it's been said that rock 'n' roll is dying. I don't feel that it is dying, but that it is always changing, just as teen-agers are always changing.

GAYLE STREFF, 17  
Paxton High School  
Paxton, Illinois

Sirs:

Rock 'n' roll music is simply an expression of the tensions, anxieties and emotions of the teens of today. Teen-agers like to be active and to have fun while they can. This so-called "wild music" serves as an outlet for the feelings inside them.

BARBARA DARLAND, 17  
Camelback High School  
Phoenix, Arizona

Sirs:

To be completely logical about it, one should not like rock 'n' roll music. It has neither the beauty nor the meaning which classifies music as great and gives it lasting appeal. But appreciation of music does not come from logical study; it's a matter of taste. The only danger in rock 'n' roll is that some young people become such addicts that they fail to expose themselves to good music. But as long as one can also appreciate the better jazz, classical, folk and popular music, he can enjoy rock 'n' roll without suffering any serious consequences.

GERALD COOK, 18  
Oak Park High School  
Oak Park, Michigan

Sirs:

In my opinion, rock 'n' roll is like the Charleston, jitterbug and bunny hop. It will live in our generation, but our children will think it's just as silly as we think our parents' dances were. The beat is the thing that makes rock 'n' roll appeal to us teen-agers, and

we will continue to enjoy it for dancing, but for listening we'll take the dreamy, sentimental ballads.

JUDITH PAMELA SCOTT, 17  
Lowry City High School  
Lowry City, Missouri

Sirs:

When I was in my early teens, I enjoyed rock 'n' roll to the extent that I would get irritated when my parents (or anyone else) said anything critical about it. Now that I'm 17, I still like the slower rock 'n' roll numbers, cha-cha-cha and songs taken from musicals. I haven't quite reached the classical music stage, but I can look back and laugh at myself for supporting rock 'n' roll.

DON STEVENS, 17  
Archbishop Curley High School  
Miami, Florida

Sirs:

It is my opinion that rock 'n' roll is on its way out at last. Its essential features — constant repetition and an animal beat — were adopted by teen-agers more as an expression of rebellion than anything else. The present trend is toward ballads and swing, and there is also a growing body of youth who prefer classical music. I, for one, will be overjoyed when we find it possible to hear on the radio music that has a recognizable tune. Dare we hope for intelligent lyrics?

J. DABNEY MORRIS, 17  
Wicomico Senior High School  
Salisbury, Maryland

### IF YOU MOVE

please send us both your OLD address and your NEW one. Send request for address change to AMERICAN YOUTH, CECO Publishing Company, Department AY, 3-135 General Motors Building, Detroit 2, Michigan.

The letters above reflect opinions typical of those expressed by hundreds of teen-agers who have written to us recently. AMERICAN YOUTH thanks all those who contributed letters on this subject, and suggests that readers watch for the next issue, which will offer another topic inviting discussion.

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But there's a safe-driving "team" that gives you plenty of up-front blocking help. Automotive designers build new safety into each year's models with features that combine comfort with better control. Traffic experts continually strive for new safety

patterns. And highway engineers remodel old roads or replace them with modern highways to make it easier to drive safely.

Yes, you have plenty of help, but only *you* can call the signals that make it work. Simply practice maturity, caution, alertness... and give the other fellow the breaks *you'd* like to get. Once you've established a dependable driving reputation in this way, you'll be surprised at how often Dad will be happy to part with those car keys!

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